

Comments Regarding CTP Planning Team

Important to open up Poplar St. access for local traffic. Keep wide around Cameron. Keep service roads to connect S. Pines to Aberdeen shops.

Do not put a bypass thru Horse Country to create a place for US1 to go. Keep US1 where it already goes & widen & limit access.

Please consider a US1 Bypass that incorporates Hwy 15-501 from Tramway to the Hwy 73 Corridor over to Hwy 220/I-73/I-74 & connects to US1 in the Rockingham area. The existing corridor (US1) thru Aberdeen and S. Pines is not a viable option for "freeway" status.

General needs: sidewalks/bike lanes on Saunders Blvd., bike lane on Indiana Rd., culvert crossing on Bethesda Rd. between 1799 Bethesda One Down St. Please.

NCDOT claims to be committed to "promoting environmental stewardship" through maximizing use of existing facilities to the extent possible. DOT's words, not ours. This "stewardship" could not be more important to the town of S. Pines & our surrounding areas! We have a unique community & the hearts of it is in our natural treasures - Weymouth Woods & the WMF. Those & our homes & historical downtown area define what we are all about. They are why we move to Moore County & specifically S. Pines. We are a small town. There is no reason why a freeway must go thru S. Pines! That's why Hwy 95 is for. I ask the NCDOT to listen, look around Moore County, and be responsible. Do not destroy this very special place. Thank you.

We want to reinvest in what we already have! We do not want a bypass thru S. Pines! Improving existing Hwy1 will revitalize our town.

Why is S. Pines being targeted for a "freeway" 55 mph? Traffic flow does not justify such a thing! If anything, we should upgrade the existing Hwy 1 & surrounding roads; however, a "bypass" is absolutely ridiculous! It would destroy our land & community. The DOT professes to be "stewards" of our environment! Running a freeway - any freeway - thru our small town would be completely irresponsible & in direct conflict with this "stewardship". Especially any consideration of assets, the WMF, & right next to Weymouth Woods! Homes would be destroyed as well! Not just horse farms. Hwy 95 was supposed to facilitate 55 mph freeway travel from north to south (for Raleigh area)! Why must another freeway be forced upon S. Pines? No studies can justify it! If we must have improved roadway, we need to improve what we have to preserve what we have. We want to reinvest in our community not tear it up with a freeway we don't need.

I would like to add my opposition to the construction of a US1 Bypass. I am not from this area & when I bring my horses I always purchase gasoline here, go to a restaurant here, & spend my money here in other places. If you want to keep mine & thousands of tourists' money, please do not build a bypass. It is not necessary anyway.

Preserving the remaining open space and green area is crucial. Commercial venture and future transportation options should utilize already compromised properties and existing thoroughways.

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Good interactive practice, but frustrating. Good presenters - we're a tough group!

I hope you are thinking of public transportation trains (better service!) buses maybe in Moore County; go up & down major road. No need for more roads!

We do not need a bypass thru Horse Country. The economic & environmental impact would be horrendous. Upgrading existing Rt 1 is the way to go.

Comments Regarding CTP Planning Team

S. Pines/Vass Horse Country & the WMF are a unique & exception place not only in NC but in the USA. Much volunteer work & donations have created a peaceful beautiful area enjoyed by both nearby & statewide visitors every week actually every day. There must never be any plan that destroys what is such a special place! For the future I am sure the remaining parts & areas in this country will continue to be cherished. Creating roads that destroy the reason people live & come to this area is senseless. The economic impact would be enormous. It would destroy the economy of this area as who would want to come here? Who designated the entire Horse Country as having "medium property values"? Many farms in Horse Country have tax values well over \$1 million. This seems very odd & dishonest, perhaps purposefully so to list such an expensive area as having such low value.

I hope you pay attention to all our comments. WMF is as important as golf courses.

Preserve environment (WMF) & the integrity of our communities (S. Pines, Pinehurst, Aberdeen, etc.).

"Horse Country" is a state-wide cultural resource that has economic impacts to the entire state equine industry. It is unique & would be devastating to NC & neighboring States if destroyed.

My concerns is the NCDOT has already in effect made a decision. Also, NCDOT needs to shift focus away from personal vehicles & more toward local & regional mass transit.

Rather than have side by side 2 lanes "freeway" how about 2 lanes freeway thru 3 miles of southern, which could be "reversible lanes", also what if railroad come by rerouted & then property used to meet NCDOT criteria.

Yes

Poplar St. need to have 3 block connect to East Broad St. south thru train yard. Carthage needs sidewalks.

I would like to keep Luther Way open for access to my church, Our Savior Lutheran. More safe walkways in west S. Pines along with safer routes for biking as transportation in shopping areas.

No road thru Horse Country!

Excellent way to see & hear all the various ideas. DOT has come up with the proper & best route for the Carthage Bypass already. There are wooded areas, which homes on the Needmore Rd., plus the EIS has already been done.

We tool 40% of available time before getting to exercise = too long.

Every effort must be taken to protect our natural resources.

We, my husband and me, do not want a bypass. We would rather see the existing road Hwy 1 improved by limiting access & using side roads. I do not want any bypass going near the WMF, it is important to preserve that open space & the wildlife within it, as well as the Longleaf Pine Ecosystem. I believe a bypass will cause our downtown to end up like Vass & it would be detrimental to the town of S. Pines if a bypass is built around it.

We do not need a bypass around S. Pines & Aberdeen. A bypass will cause our downtown to become depressed. All of the consumers will just zoom by w/o stopping in to enjoy our area. I am concerned about safety but I don't believe we have a major safety issue at this time. I am worried about our water supply. Whatever DOT does, they should minimize going thru creeks & rivers I support the smart alternative which is to upgrade & revitalized the existing US1 in Aberdeen & S. Pines. Poplar St. is part of the answer. If Poplar St is upgraded, it provides a 2nd good route for local traffic to go between S. Pines & old downtown Aberdeen. I want to save our tax dollars too, a bypass will cost more than upgrading the existing US1 & Poplar. It is important to me that we completely avoid a highway going thru or near the WMF, our area will no longer be appealing to visitors who spend millions of dollars on items in our town (\$165+million). I am concerned about the red c. woodpeckers & other endangered plants & animals that live in Moss Foundation. I do not want our Longleaf Pine Trees killed because of a road. I want you to "promote environmental stewardship" thru maximizing use of existing facilities by upgrading US1 & Poplar St. instead of building a bypass. Doing this will relieve local congestion. We do not need a freeway in Hwy 1 Corridor. People who need a freeway to travel on can go over to either 220/73/74 or I-95.

Comments Regarding CTP Planning Team

There are a number of things I want to protect. They are WMF & surrounding horse farms; Weymouth Woods & Weymouth House; downtown Aberdeen & downtown S. Pines; water sheds & wetlands; NC State Gamelands. These 5 things are what make our area a great place to live. If this was "our CTP", we would not do a bypass at all, we would improve Hwy 1 to handle future congestion. I do not see the necessity for a freeway thru our area. I realize it is a state policy, but I believe the policy can & should be changed because we have two freeways on either side of us already I-95 & 220, 73/74. Therefore, anyone who want to go fast can take one of those two roads. If we improve Poplar in Aberdeen, we can relieve some of the pressure on US1 in Aberdeen. If we enhance the roads, more people will come. This is not a good thing because it puts a strain on our schools, water supply, & our natural resources. We must protect our watersheds & we do not need a bypass around Aberdeen & S. Pines because it will cause our towns to become depressed & it would mess up our (illegible) habitats, longleaf forests & the farms. We need to protect our tourism & economy & our environment. This depends on keeping up the rural aspect of our county & the quaint towns. Let's please "promote environmental stewardship through maximizing use of existing roads" please improve US1 right where it is, also improve Poplar St. in Aberdeen to allow a second route for locals to get up & down Moore County along US1.

The DOT employees need to direct the table, but not express opinions on how roads are most effective! I am most interested in protecting the character of Moore County. While expressways improve access, they can also destroy the center of community life. I lived in a small town in Illinois & after the highway, our business district was destroyed. I'm all for improvements, but not at the expense of the economic health of our community. I am not in favor of taking property given to the people of Moore County for their cultural, emotional enjoyment. I also think this is a small amount of people to make this kind of decision for a community. I hope our political leaders join in this discussion because I think they have been silent. It is hard to disagree with DOT, a powerful & distant entity. I know this is a project in the future, but for us near the proposed route, it is an ax hanging over us. Make the decision, hopefully the correct one, & let us continue with our lives. Weymouth, the WMF are huge assets to the town. We want them protected for future generations.

Leave WMF out of the picture. The army does not want a freeway as a neighbor or the woodpeckers will go further into the reservation & less ground is available for their drills.

Your maps does not reflect the correct property values for the horse farms. They are the highest values, not medium & a huge tax base for the county.

Do not touch WMF. Make Poplar St. a better road for local traffic. Make US1 the freeway with intersections at Murray Hill Road, Pinehurst Blvd, Morganton, 15-501.

I own a farm on the Old Glendon Rd., which intersects Hwy 24/27 north of Carthage. I urge you to consider no bypass or a bypass toward the south of 24/27. Most of the traffic on 24/27, entering Carthage from the Robbins/Charlotte is headed toward southern Moore; I expect, based on the businesses & employers in southern Moore. As previously pointed out, a northern route for the bypass would have an unfairly negative economic impact on the Needmore section of Carthage. I oppose a northern bypass.

Please listen to the community!! We do not want you to ruin what we love - horse country, fantastic historic downtown areas, rural charm.

No sprawl, please keep as many things where or close to where they are now. Do not divide communities or infringe on natural domain as much as possible.

Disappointed only one map was mostly used & it was not Carthage at Carthage meeting.

I arrived early, but no seating available. I came to share my concerns. I don't believe we need a bypass. Why are the DOT making this decision? Don't destroy this beautiful County. Let everyone enjoy the nature preserves. The WMF, don't destroy the natural habitat of many endangered flora & fauna. If you want to spend money, improve the existing Hwy 1. Thank you for listening.

No roundabouts.

I am opposed to the NCDOT building a US Hwy 1 Bypass. I do not want to see the WMF destroyed. I thoroughly enjoy riding horse there & I plan to always bring horses from Trinity, NC to ride at the WMF. I will always bring tourism to the area & I would be devastated to see it destroyed.

15-501 to Rockingham E-W 70; S. Pines Pinehurst destination

Comments Regarding CTP Planning Team

Improve US1 thru S. Pines/Aberdeen with expressway, bike trails, sidewalks. Revise access to business districts; bus routes/trolleys; improvements on Hwy 15-501 to create a truck route to the west, then a connector between 15-501 & US1 south of Aberdeen, with access roads for West End & improvement for Carthage & 24/27.

Improve existing roads; add bike lanes to promote biking, which would reduce vehicle traffic throughout.

No US Bypass.

A US1 Aberdeen Bypass thru S. Pines Horse Country will devastate my business. I am a sole proprietor of a real estate company, Innovate Real Estate, which specialized in the sale of horse farms & land for farms in Moore County. You will also devastate my hobby, which is fox hunting in the WMF. The WMF is one of the last remaining stands of historic Longleaf Pines in the US. It is home to 200 historic Turpentine Trees, which were tapped for naval (illegible) in the early 1900's by descendants of slaves. There is much black history here worth preserving. The WMF is crossed by historic roads such as Yadkin Rd. & the Old Buffalo Trail as well as crisscrossed by roads made by the CCC in the 1930s (Roosevelt's WPA Project). There were CCC camps in what is now the WMF. It is home the endangered Red-cockaded Woodpecker & many blood warts, pitcher plants, & sun dew plants. A bypass thru this gem would be devastating to the environment, Moore County history, the Moor County tax base, my own business, & will devalue my farm, which is an asset & affects my future & my retirement.

I did not have access to this charette in Cameron as there was insufficient seating. We deferred our seats to the Cameron residents. I am a Vass Resident. Important to me is finishing Poplar Street in Aberdeen & connecting to Broad Street in S. Pines as a way to relieve traffic on US1. As to a US1 bypass thru Horse Country, you will devastate my business as a Realtor who specializes in S. Pines Horse Farms & land for horse farms. You devastate my investment in my horse farm. If you place a line on a map & devalue all of Horse Country, even if the road is built 20-30 years out. The WMF is home to rare birds & plant species such as (illegible) plants & sundews. There is significant black history associated with it as it is home to approximately 200 Turpentine Trees, which was tapped by slaves & children of slaves at the turn of the century for the naval stores to build ships. It is home to documented CCC roads & camps from 1934 part of the CCC & WPA Projects.

Our community is very different & we place high value on community & on preserving our rural land & pine forests. We do not want sprawl & would prefer to keep freeways near commercial areas. Please respect this request.

We do not need to be a "strategic corridor" to (illegible) where. Policy needs to be changed at the legislative level through the General Assembly and not be coerced Executive Decree. This area must not become a mirror of high congestion/population ruining the very assets that make our area unique. The WMF, family land grants from King James still occupied by family, water sheds & all the diverse flora & fauna must be preserved. We are a destination not a diversion! Our national growth predictions are changing rapidly & the new census reflects (illegible) & the baby boomer pop will die off in mass; upgrades are needed, use existing roads. There is always a solution to a problem & it is often not the most obvious at the moment. My priorities are to Preserve the WMF & all the surrounding rural culture & historical assets of east Moore County; use existing roadways; new evaluation of traffic use, current studies.

Upgrade existing roads! Do not disturb, bisect, transform any of the WMF properties or any of the Weymouth Woods or Sandhill Land Trust areas. These, & especially the WMF are RARE habitations for Longleaf Pine, wiregrass, many rare flowers, endangered fauna. Historically the WMF has been primarily undisturbed. The fire lanes that cross sect the Foundation were built by the CCC in the 1930s & remain basically undisturbed!!! Tearing up the entire eastern part of Moore County is not in the best interest of the entire region.

Yes, use existing roadway for US1 Freeway. Improve side road & crossover areas between Morganton Rd. & Aberdeen (below town) to improve commerce.

Poplar St. from Aberdeen to S. Pines need to be reconnected, a similar parallel road network be developed west of US1. Crossovers between Morganton Rd. & lower Aberdeen should be built for cars & pedestrians & (illegible). Work to revive & enhance our town of S. Pines & Aberdeen. Rt 211 should remain in its current path. US1, improve from Morganton Rd. to Pinebluff to meet traffic projections. Restore Poplar St. Make equivalent parallel street on the west side with enhanced & additional crossover access for vehicle, pedestrian, & bicycle. Encourage & revitalized the town of S. Pines & Aberdeen in all areas. Use existing paths when possible.

No

This is a difficult task & you will never make everyone happy. There are several well represented groups with an agenda.

Comments Regarding CTP Planning Team

I think it will be a shame to have US1 Aberdeen S. Pines Bypass thru the WMF. It is such a special land with Longleaf Pines & many endangered species. It is a shame to destroy the special land we have in our country. The Pine Needle (illegible) are also beautiful land with Longleaf River & high income taxes property. We should enlarge the existing US1 thru S. Pines & Aberdeen. We should use the Best plan. We should enlarge existing 24/27 to go to Charlotte. Using existing highway will be a more reasonable budget for the State.

Explain how strategic corridors become designated strategic corridors.

Pinehurst traffic circle needs improvement, sidewalks in Carthage, Improvements to the local streets (i.e. Poplar) as alternate routes to Rt 1 between S. Pines & Aberdeen. Study the feasibility of bus routes between the villages (Pinehurst, Vass, Carthage, S. Pines, etc.)

Please preserve the environmental & cultural characteristics of our community. Please maintain the Foundation & Horse Country in tact.

The map that you presented is incomplete. The solution to the problem in the future is a new bypass on the northwest side of the county. In the S. Pines area, we need bicycle passes.

Protect WMF & greater Horse Country; Upgrade US1 Corridor Morganton Rd. to Aberdeen 15-501; preserve US1 Business Corridor thru Aberdeen & S. Pines to ensure future business viability; footbridges to reconnect W. S. Pines to E. S. Pines built over US1 Corridor; back age roads off US1 thru S. Pines & Aberdeen for local access/connectivity.

Protect WMF & greater Horse Country, improve existing US1 Corridor to support S. Pines/Aberdeen businesses, use backage roads to supply access for local traffic, add pedestrian bridges to reconnect west S. Pines for safety; do not relocate US1 & bypass our community.

Yes, it seems to be more transparent then in the past. But are you really arming the public with useful knowledge or placating them till it is time to start the project?

When this planning tool is used, it needs to have adequate capacity to serve all interested parties.

There needs to be a single regional map so all the regional needs can be addressed more coherently.

No

Preserve the WMF and Horse Country (S. Pines).

Hard to draw a line, unable to prep without appropriate info as to where the line is going & impact on community. Need to have impact study as part of the information provided.

I like being a part of this process & for taking my suggestions as a priority.

Convince me that local input matters in future planning & spending.

I did understand the purpose of the strings & ribbons transformat. I would like to have the meeting to where mayor of the community involve with the meeting.

I hope our voices are heard!! No bypass thru WMF.

Use existing Highway 1 Corridor. Utilize Poplar St. to help make the changes.

Prove the volume of traffic going to Aberdeen & S. Pines versus those wanting to avoid both.

This is a limited representation of the community at large. Is it really going to be the voice of the people? Moore County, S. Pines & Pinehurst in particular is a lifestyle community & those lifestyles generate \$\$\$ & brings \$\$\$ into our communities.

Comments Regarding CTP Planning Team

Thank you for letting me share my concerns & problem solving with these highway problems. They are very important to me & my family.

There aren't any sidewalks on or in west S. Pines. 60 years ago & I do not see a lot of changes. Keep US1 the route the same just do upgrade on existing route.

Needed more information before coming to this lesson.

No

If you build more road, more strip malls, & others, congestion will grow up around them & then we're back in the same problem.

Re.: 24/27 specific communities need to be paved, Dowd St. & Need more. (Illegible) to separating the town.

Thank you, very effective for those present.

No

Yes

Passionately, we all implore you to save our way of life in Pinehurst & S. Pines. Save Horse Country, the WMF is a vital resource bringing training stables to winter here (i.e. 3 day eventers, harness racing, fox hunting, western horse trail riders, nature, & environmental supporters, education, & those trades that support the equine industry, i.e. hay, grain, saddle shops, vets, farriers, on & on. These are just a few small business men that raise our economic base. Realtors have worked hard to develop our lands with conscience. We must preserve this jewel of Moore County, please do not destroy our way of life! Like, Pinehurst brings an enormous golf & spa & housing, jobs contribution to our lifestyle. Retailers & restaurants must be protected. As we study the traffic flow from N to S, the alternative feeds are more than ample. The N to S (220 & US1) take the how away from our Pinehurst & S. Pines. This new proposal presented by the WMF is the only choice. But changing the traffic flow N to S defies common sense. Trust the instincts of Mr. Tufts & Virginia & Pappy Moss. They were visionaries planning for residents to live, not speed thru. Save our Horse Country. Horse & golf courses need open pastureland & fairway. Turning us into a super highway slab of concrete will destroy our quaint village & towns. Fort Bragg does not need this wider road for our local or national security. We do not need a road to nowhere. Support our way of life, tourism, and protect our environment. Thank you for reading my thoughts & supporting us. I pray you'll listen to our voices & understand we all love our community just the way it is.

Improve existing roads, no new US1 Bypass.

Did not get a seat. You need to have a larger place to accommodate the cliental. Horse Country needs to be saved. Rt 1 needs to be upgraded not a new bypass. Green space needs to be green space not filled with roads.

Andy & Jamille were very helpful. Good job guys! And capable facilitators.

Thanks for providing dinner!

Significant natural heritage areas, & especially Weymouth Woods State Nature Preserve & its vicinity should be avoided. Care should be taken to avoid Red-cockaded Woodpecker clusters & habitat corridors connecting those clusters.

None

This "exercise" was a good technique for getting diverse groups to work together.

On US1 compare final destination to S. Pines & Aberdeen traffic with thru traffic.

I resent having this looked at as a "fun game". We are all taking this very seriously - just present it as such & we will try to develop alternatives.

No

Make the upgrade of US1 thru Aberdeen to freeway standards the last section between Maine & Florida to be upgraded.

Comments Regarding CTP Planning Team

To reduce the number of accidents & improve the traffic flow & reduce congestion at the Pinehurst traffic circle.

Listen to your community, no bypass of US1.

Let the table monitor explain the process rather than the speakers. PowerPoint is ok for designation of corridors.

Be very cost aware & be responsible.

Everybody need to give up something.

No

Please listen to the people.

Protect all churches along Dowd Rd. from the courthouse to Connell Rd. Do not affect traditional minority communities, Dowd St. & Needmore.

Don't reroute US1 thru Youngs Road & surrounding areas.

It's difficult to determine what DOT will accept.

Do not touch WMF. Please upgrade Poplar St. to a thru street. Do not build a bypass for Rt 1, just improve it.

Please save the WMF in S. Pines; save this 4000 acres!

Pinehurst traffic circle needs upgrade by tunnels/bridges to make use of the final improved capacity of Hwy 211 & 15-501; rumor goes that the now being upgraded Hwy 211 will have a speed restriction to 45 mph. That is absurd.

No rerouting US1 thru Youngs Road & surrounding communities.

A westside connector to upgrade Hwy 5 could keep some local traffic off 15-501. Consider adding 15-501 to US1 as it by passes S. Pines & leave the current 15-501 from Carthage to Aberdeen as a local road to route thru traffic outside Pinehurst - S. Pines.

No freeways, expressways, etc. thru WMF/Horse Country, S. Pines & Aberdeen.

Hopefully our ideas will go forward.

Bypass the WMF, no vehicle in the Foundation. Important to protect historical buildings, protect our water supply, protect Horse Community Farms, do a bypass to the west of Pinehurst if we have to have one.

Numerous bypass proposed but no destination studies have been done to determine need. US1 Bypass will do not to relieve congestion in S. Pines & Aberdeen.

Improve Hwy 1! Downgrade to freeway. Going thru the WMF is too expensive - endangered species issues, wetlands, etc. would be affected & have to be mitigated.

Do not want an interstate on US1. Improve US1 (from Morganton to NC 5) & beyond. Do NOT cut thru the WMF, endangered species (RCW, Venus flytraps) are costly mitigation! Construction a new road instead of improving an existing one seems unnecessary & a waste of money. Greenways & open spaces increase quality of life & value of property in surrounding areas.

Individual maps should be provided for study prior to group exercise. The bypass "must not" divide the Dowd St. Community nor the Needmore Community. Sidewalks are needed from the detention center on Dowd Rd. to the airport.

No

In Europe, people commute to work all year round via safe bicycle paths. Put bicycle paths in the future as a mandatory thing when building new highways & making improvements.

Suggest less time for moderators talking so participants have more time interacting on project/tasks.

US1 upgrade to Morganton Rd. & go & upgrade thru Aberdeen.

Comments Regarding CTP Planning Team

DOT needs to think outside the box - environmentally sound use of wetlands, examples of solutions in other towns.

Poplar needs a 3 block connection with East Broad St. & south to connect with 211. Broaden US1 & add interchanges rather than go thru the WMF & Horse Country!

Listen to us! Do not put # 1 thru Foundation & do put bike lanes in. Do not just do NCDOT mandate.

You have no idea what it is like to work your entire life & build your dream home only to have your area "condemned".

No rerouting US1 thru Youngs Road & surrounding areas.

Great people but too expensive in terms of time & wages.

Preserve S. Pines, Aberdeen, Carthage, Cameron, the WMF & the Horse Communities; upgrade & extend Poplar St. from Aberdeen to including Broad St. in S. Pines as a secondary street. Needmore and Dowd Street areas of Carthage are a historical note.

Preserve WMF, S. Pines, Aberdeen, Carthage, Cameron. Upgrade Poplar St.

Use Rt 1 - expand as bypass. Preserve WMF & Youngs Road Horse Communities.

Preserve S. Pines, Aberdeen, Carthage, Cameron, the WMF & the Horse Communities; upgrade & extend Poplar St. from Aberdeen to including Broad St. in S. Pines as a secondary street. Needmore and Dowd Street areas of Carthage are a historical note.

Preserve S. Pines, Aberdeen, Carthage, Cameron, the WMF & the Horse Communities; upgrade & extend Poplar St. from Aberdeen to including Broad St. in S. Pines as a secondary street. Needmore and Dowd Street areas of Carthage are a historical note.

Excellent exercise. Publish results in local paper!

Please use common sense & do not let a municipality use the process to develop their outlying land for tax purposes.

We do not need a bypass around S. Pines. It is not a large city. Waste of money. Could be sent elsewhere.

Do not disturb wildlife or nature preserves.

Great job with the charette. Very effective way to collaborate on everyone's ideas.

15-501 traffic circle.

Do not put a bypass through the Walthour Moss Foundation.

Give more time to the localities (cities, county) to raise awareness of this exercise & maybe train participants in advance. Also, maybe restrict the sessions to residents. It might avoid some frustration at the tables. Overall, it was an exciting exercise in civic participation. Please continue refining the concept/exercise & using it. It's a benefit to our community.

I use US1 on a daily basis. I also use 1 & 2 roads within the entire county as part of my business. I have lived in Moore County since 1992. The defining character of S. Pines is it's Horse Country! Our town would be destroyed if a highway was put thru Horse Country. The quality of life we enjoy is in great part due to Horse Country southeast of US1. I do not believe there is a US1 traffic issue that requires a new highway. Improving existing highways is clearly the best option!

Discussing 20 - 30 year plans in public have a detrimental economic impact on property values today as part of disclosure rules. There is no need today to have these designs drawn just to get federal funds, when we do not know if it is going to be necessary - \$.30 ga, \$.29 tax per gallon - shame!

Even though I cooperated with my table, my personal opinion is that upgrading the existing US1 corridor.

Expressway is acceptable but to add a freeway thru S. Pines is unthinkable & definitely NOT thru the horse community.

Listen to us!!

Comments Regarding CTP Planning Team

I would like sidewalks in Pinehurst & bike trails. I know its probably not realistic to have buses & light rail, but that would be great if it were.

This problem (US1 Bypass/Expressway) has been facing Moore County for over 30 years. Good luck on solving it now. I hope cooler, logical heads prevail.

I would strongly object to a bypass thru the Moss Foundation. Rt 1's current route is fine with improvements to the side roads in Aberdeen. Three blocks need to be re-established on Poplar St. to (illegible) Rt 1. This would alleviate the need for a bypass. It would be a fraction of the cost of a new bypass. We really do not need a bypass.

Does Rt need to be a freeway instead of an expressway?

No local bypasses! Put expanded highways thru local areas! Increase job, don't kill them.

Use wider Rt 1 thru the "strip" in S. Pines & Aberdeen.

Each county is not alone in NC, western connector better planned with cooperation of Montgomery County.

You are proposing damaging the Horse Country, one of the principle things that makes Moore County prosperous. Don't you understand the reasons Moore is so much better than Hoke, or other adjacent communities. Your priority, unobstructed thru highways are not ours! You want to "save" the county by damaging it.

We really need the NC 211 Western Connector. Push the Hwy 24/27 Carthage Bypass north. Do a NC 73 northern connector to NC 22.

Use existing roadways where practical - particularly #211 to county line

Use existing roadways where feasible & practical & improve to needed level - freeway or expressway.

Use existing roadways & wide & improve to make expressways or freeways where needed & feasible (practical) S. Pines Bypass.

Use existing roadways to improve to "freeways" or expressways where needed. Consider US1 Bypass of S. Pines to county line.

Connect Poplar between S. Pines & Aberdeen.

I believe that while the exercise is helpful, it is designed solely to placate the affected population and the consensus output of the exercise will not be used at all since the CTP will do what they want to do. The entire message that I witnessed across 3 sessions was one of disingenuousness.

I am still skeptical that this is a disingenuous process designed only to placate the community, while the DOT does what they darn well please.

Tried to cover too much territory in the allotted time.

I understand that growing communities increase traffic & traffic problems, but I live in a rural community & would like to see it stay that way as much as possible. I feel what I am seeing is taking away too much of the rural aspect of life here in Moore County! What about using the money for secondary & town roadways & bridges? Very important!

Needs to be more revealed about the potential pathways already looked at by DOT.

Connect Poplar St. into Broad St. in S. Pines & onto 15-501 in Aberdeen ASAP.

Continue community involvement, publicize events, etc.

Ensure solutions receive positive action!

You should make US1 an expressway thru Aberdeen. Otherwise, a freeway limits options. Consider a bridge over S. Pines to Aberdeen.

Comments Regarding CTP Planning Team

I could not get into the two meetings! Attempted to attend. I was told they were at capacity. Not good! I could not get in.

I am strongly opposed to building a bypass around S. Pines. It would create sprawl, destroy wetlands & woodlands, personal property & rural lifestyles. I question the need for an interstate thru the area. There are already ways (I-95, I-74/220). If anything, revamp the existing US1 thru Aberdeen. The businesses need to update & it would provide an opportunity to add walking/biking paths, green ways & green buffers such as trees and bushes.

I will move if horse country is affected. I'm here for the horses. My preferences are improved Pinehurst traffic circle, local improvements to US1, and alternate route from 15/501 to Pinebluff.

Very informative, knowledgeable, better roads 24/27.

The process worked for all of us.

Please choose larger facilities to accommodate participants.

Hope our work matters to DOT.

No bypass thru WMF or other green areas. Save our forest. Upgrade existing US1.

That the Town of Cameron would let more sub-decisions.

Good luck.

Find money.

A US1 Bypass would be a colossal waste of money & have an intrusive impact on the community. We need to become less dependent on the automobile. We have no local transit, one Amtrak train, in intercity bus service, no air service. People walking or riding a bike to work (& some have to) & people walking or riding a bike for recreation have few sidewalks or trails.

No

Please be reasonable & consider our alternative plan. DOT will destroy this community with the plan you/they are suggesting.

Have defined plan of what percentage of responses will be use for presentation to DOT & there has to be a plan for the raw data that is being collected.

Not a serious effort. Many people could not understand the maps & were lost. Why we do this is not a serious understanding.

No

Better to have designated table each area since many interested in only single problem area.

The Foundation is important to Moore County, as well as, the Weymouth Woods & the Sandhills Game Lands. We need to preserve the wildlife as much as possible.

Our team was great.

Only 28 seats - important to reconnect Poplar Street in Aberdeen. I travel Rt 1 between Morganton Rd. & Rt 5 in Aberdeen nearly every day, at all different times of the day. Some times are busier than others (lunch time), but it never is a huge problem. I am very upset that all the Crepe Myrtles on that stretch (McDonald Bros South) have been removed just for a guard rail?? Who are we guarding? I have seen what happed to Vass when Rt 1 bypassed it. It is a ghost town now. I do not want that to happen to Aberdeen. I live on a "significant natural heritage area". I use the WMF 5-6 days a week. If the US1 bypass went thru there it would ruin the ecology, the woodpecker habitat, & my way of life. Please protect this.

Please upgrade Poplar St. to a thru street from Aberdeen to S. Pines. DO NOT TOUCH "HORSE COUNTRY" or WMF. Upgrade US1 to road with no stoplights. Sidewalks in Carthage, feasibility of bus routes.

Why did you take the Crepe Myrtle out? They were not in the way of the new guardrails (US1 north of S. Pines). Why are you laying Bermuda Sod in November, when Bermuda goes dormant?

Comments Regarding CTP Planning Team

The number of people turned away from the Cameron & S. Pines meetings does not give me comfort with the ability of DOT to plan transportation needs. It is far easier to plan a meeting than to design a road. Everyone's voice should be heard not just written on paper.

You need to convince me a bit more that my voice counts.

I was unable to participate & unable to hear the pros & cons of the NCDOT Bypass.

Please follow our suggestions as closely as possible.

Yes, it is critical that we preserve the integrity of the rural landscape that makes Moore County worth living in! Revamp our existing roads! Revitalize our towns, do not allow a bypass to suck the blood from our towns & ruin our countryside with urban sprawl. Reinvest in our community! Study my ass! You say study then you say need to find a different route to route traffic, you don't say update & change existing established roads. DOT obviously has an agenda despite the charades. Take the traffic circle out & exercise your engineer degree on crafting an engineered solution! You \$ numbers are crap for the game to work, the \$ must work out comparatively. You charge me \$\$\$ to do work that is half the cost of major renovations!

The meeting at Douglas Community House was not representation. There were just as many people left outside in a long line who were not let in. This does not represent our community as Frances has told us. Why wasn't this meeting at a church or a facility that could handle the turnout? You want our input, but you turn us away. This is outrageous & not done on what Frances was indicating (hearing from us)!

Let's keep the bypasses, road expansions near the existing town businesses, esp. Rt 1 S. Pines to Aberdeen. We want to keep local businesses alive & employment up. Upgrade & revitalize existing US 1 in Aberdeen & S. Pines.

Listen to citizens.

Carefully consider all resident comments.

Thank you. We do not want a bypass through the area to the west of Fort Bragg. We want to keep to charm & distinction of Moore County/Southern Pines. Leave Weymouth, Horse County intact. Keep traffic flowing thru current business area on US1.

No.

Unclear still what this impact will mean.

Good idea to try to get input from local residents

But I came & I am very sad to hear a highway might go thru the WMF. It is a wonderful, beautiful place. It would be a terrible thing to mess it up. There is so much nature & beautiful things to appreciate there. Please don't do it! Save Moss! We need it. S. Pines needs the traffic to support their businesses! Save the S. Pines business district. Moss is a gem. It needs to stay just like it is!!!

Listen to what we are saying.

Our facilitator & his colleague did an excellent job. Don't need (illegible) US1 Bypass; upgrade existing US1 in Aberdeen; protect local tourism.

Please space the Foundation, our economy will die without the horse community. Many of us are retired & need to resell our farms in the near future & do not need this bypass hanging over our heads. Please just wide the existing Rt 1.

Please share information gathered from all of this.

Thank you for giving us a voice in such an important decision. PLEASE UNDERSTAND the WMF is to S. Pines what golf is to Pinehurst. If the Foundation is chosen as the DOT's Rt 1 bypass, all of horse country will be lost, including the \$167 million they spend in Moore County each year & the property taxes that generate revenue w/o requiring service.

Comments Regarding CTP Planning Team

The WMF is why horse people live here. Without it or with it divided by a highway, all these horse people will leave our community. Horses are the S. Pines what golf is to Pinehurst. Horse require open space just like the golf courses do, but without the manicuring of a golf course. The economy will be devastated if a US1 Bypass is put thru the WMF. Horse people generate over \$165 million income to Moore County businesses every years & sales tax plus \$1 million property tax without requiring government services.

Good luck!

Not at this time.

I would love to see more pedestrian cross ways over US1/15-501 in the super busy business sections (esp. 15-501).

Widen the current location of Rt 1. Keep the WMF as it currently is & the surrounding horse properties.

Options not enough, no comments on other options like raised highways.

NCDOT's planning process does not take into account the increased traffic, which inevitably results from increased lane miles in a traffic corridor, i.e. turning a 2 lane road into a 4 lane road doubles the lane miles in that corridor. This phenomenon is known as "induced traffic".

Solution: build a 3 mile, 2d deck, 4 lane, high speed highway above the existing S. Pines/Aberdeen "strip". Have one on-off ramp at both ends. Does not require DOT to acquire, destroy, relocate current property. On that 3 mile strip all existing local streets & intersections remain as is below the 2d deck. Probably the lowest cost solution.

Great to be involved!

Please consider the community & its views.

Listen to your residents. We know what's best for our community!

Does not show enough knowledge of local concerns. DOT's ideas would ruin S. Pines. We don't want a "freeway". Most traffic is local. Use some local input for solutions.

Again, I feel like this was an exercise in futility as far as the citizens of Pinehurst, S. Pines & communities. We all live here because it is a charming, small town feeling, not because there is a super highway connecting all parts of the towns.

No US1 Bypass!

Would like info from Fort Bragg about Rt 1.

Need more ways other than the internet, emails, & newspaper to send information. Public meetings are a good start.

No US1 Bypass. Improve existing corridors S. Pines to Pinebluff. Fix side streets - Aberdeen (Poplar St.) S. Pines (illegible) Poplar St. to May St.

Pinehurst traffic circle - consider 15-501 as a tunnel under the circle for straight thru traffic. Access roads to the circle from 15-501 to other circle roads (NC 2/211 etc.). Reconnect Poplar St. in Aberdeen & S. Pines plus Poplar south to connect with Rt 211.

This was well done and planned.

Please use existing roadways & improve them. We need to preserve our environment as much as possible. This area is a jewel to be preserved not chopped up & destroyed.

We really do not feel that our input will make any difference.

We do not want a road thru the Foundation!

I would look at a southern route connecting 24/27 to US 15-501 & improve US1 to ease congestion.

Comments Regarding CTP Planning Team

No US1 Bypass, preserve the environment, upgrade existing US1, improve communities & the State north south access.

I found this exercise interesting, but did not feel it accomplished anything useful.

Please keep us up to date.

Come back for more.

Any road thru the WMF will create unacceptable & irretrievable environmental detriment. As an environmental attorney, I have offered my services to fight the DOT on these issues. This will cost the people nothing, while adding substantial cost to the DOT.

This exercise is ridiculous.

Great idea to get people involved, lots of ideas (preconceived) should be dispelled with the exercise.

I don't think the bypass should divide minority community on Dowd St. & Needmore Community.

Upgrade US1 rather than building another road. If possible, make it an expressway. Protect the WMF & downtown S. Pines. Pedestrian & vehicle bridge between Poplar St. & Pinehurst Ave.

Preserve WMF, Horse Country, historic S. Pines & preserve the character of our area.

I was shut out of multiple charettes. NCDOT needs to add more, thank you.

I think this process is very helpful in educating the entire community about the priorities/concerns of specific regions of the county.

I would prefer a comprehensive presentation of studies of alternatives to increasingly necessary roadway improvements including the inevitable future Carthage Bypass.

There is no reason to destroy land that has been preserved for the betterment of S. Pines. This land & the ambiance & historical value can never be replaced. There is no place in the USA that offers what S. Pines offers. I researched every horse area in the US before moving here from Washington State. This is GODs country & to see it destroyed would be a tragedy. No road could possible replace what S. Pines has to offer. If our land is torn up for roads, the horse people will vacate & move to Aiken, SC & other areas & the (illegible) that people first see as they drive into S. Pines is the tranquility of beautifully maintained horse farms, miles & miles of post and rail fencing, & of course, the magnificent horses. As Winston Churchill once said, "there is something about the outside of a horse that is good for the inside of a person". Please, respect how lucky we all are to have a place like S. Pines. Embellish the roads that are already there (US1, etc.) & leave our countryside alone.

Improve the existing highways, leave the state parks, the WMF, and the farms alone.

Improve the existing highways, leave the state parks, the WMF, and the farms alone.

Yes, strongly opposed to bypass thru Foundation & Horse Country & adjacent to Fort Bragg Reservation. If 4 lane highway corridor is necessary, make current one from Morganton to Aberdeen limited access & improve secondary roads to provide access to existing businesses.

Don't fragment our community with invasive bypasses. Allow easy access to town core for tourists. Employ 10-20% local workers for local highway projects.

So could have better advertised the purpose of the meetings today.

I want all my money to go into improving existing US1. A viaduct is possible.

It's my first meeting and don't have enough info. Please keep me informed and I'll learn as you go.

We really don't need Rt 1 to be a super highway. Look at Rt 1 (compare) thru Malden/Revere Massachusetts north thru (illegible) Massachusetts (illegible) driveways no problems.

If a northern route is take to bypass Carthage, please do not go to the end of Need more Rd. It would wipe us out, take our homes at the end of Needmore Rd. there is a stretch with just trees before the end & it does not take anyone's home.

Comments Regarding CTP Planning Team

Bypass should be north in Carthage, US1 should be improved & remain the same as is, no 24/27 should connect with the bypass around Carthage.

Bike trails available over Roseland Rd. for extra bike usage for outside the county recreation.

Not now.

Too full. Unable to participate. I feel we do not need a bypass especially this one. US1 is fine now. Improve the existing Hwy 1.

Please reconnect Poplar St. with Broad St. as soon as possible, as well as continuing it south to 211.

Scott who served as an engineering consultant seemed remarkably negative about the environmental concerns & gave the impression that financial savings of making new roadways thru farm land was the expedient path most likely to be taken. He made me feel that my time & energy is being wasted. I certainly hope this is not true. All other DOT tellers & bankers communicated genuine openness.

Good job.

Good job.

Please promptly connect Poplar St. to East Broad St. & run it south to 211 as secondary roads.

Reconnect Poplar St. to East Broad & 211 South of Aberdeen. First just to relieve local traffic - love the 15-501 to US1 development.

Leave the Foundation alone in S. Pines.

Keep Rt 1 where it is (make it wider). Leave the Foundation alone & the surrounding horse properties.

Any bypass is a waste of money & most (illegible) thru the WMF, you will destroy the S. Pines natural & economic advantages.

Not at this moment.

I hope our voices are heard.

Do not need a bypass from US1, prefer to upgrade existing US1, & not affect WMF.

Consider sidewalks & paved bike lanes.

Thank you for the opportunity to have input.

Town doesn't need a bypass, not enough traffic. "Horse Country" feeds the entire economy in the winter months. Property values are low & this will make it so much worse. There is no benefit!

Hard to visualize 25-30 years with the volume of traffic, number of businesses, number of housing developments, etc. for most of us. Less confusion in room - to crowded, to noisy.

No highway thru Foundation. Traffic circle, put in traffic lights, will work with 5 intersections, i.e. Belfast, Ireland, M1 (illegible) 15 Dublin. Take vote.

Pinehurst traffic circle - traffic lights - this works having Belfast 5th to Dubliy on M1 - 5 intersections.

We didn't address the traffic circle. Traffic lights with five intersections will work (e.g. Belfast 5th on M1 to Dublin).

Please give consideration to the environmental impact of the Longleaf Tree stands & the WMF. Safety issues - bikes on Connecticut Ave. - bike lane. Also, take WMF & the area will suffer an economic loss of \$165 million per year. Consider putting a boulevard in US1 Southern/Aberdeen Corridor. Weaker local S. Pines & Aberdeen business if traffic diverted around towns.

Priorities: protect WMF (a nature preserve) & Horse Country. Use existing roads - US1 & improve side roads. Do not bypass. We don't want any roads thru or one the edges of the WMF.

Comments Regarding CTP Planning Team

Use & improve the existing roads.

No

Do not reroute US1 past S. Pines & Aberdeen!

Please protect open green spaces, the last of our Longleaf Pine Forest & the rural features of our areas. Improve Rt 1 beginning Morganton & Aberdeen 15-501 access.

Yes, more meetings & exchange of ideas.

We arrived early, but venue was full. Do not feel we need a bypass just that Hwy 1 needs to be improved.

It is crucial we protect WMF as horse community bring in \$166 million a year to local community & is home of many endangered wildlife & wetlands. Protect local community business.

Will our public opinion count or will decisions be based on cost?

Do not bypass Carthage or south; you will kill future economic viability.

The citizens of Moore County does NOT want nor need a freeway made of US 1.

If I am going from north NC to south NC, I will take an interstate like I-95, I-77; not US1

Lot of effect for minimal pay back - at least in appearance.

The DOT & their attitude is government at it's worse.

This audience was too focused on Rt 1 Bypass.

Stay out of the Horse Country! No bypass thru WMF. Upgrade existing US1 Corridor from Morganton Road to NC5. Need bike lanes!

My feeling is that we do not need a US1 Bypass. I am from California & we don't have the kind of traffic to warrant this kind of highway. We won't have it (the traffic) even in 30 years.

Keep existing Hwy 1 Corridor. Do not go thru Foundation. Why so much road construction, there is not traffic, visit S. California to see traffic. 3 block connection of Poplar south to 211.

Please include road improvements north of Carthage up 24/27 & Hwy 105 North.

Save the sandhills way of life; in the slow lane preferred. No bypass.

I want to know that the local residents input will be the primary consideration in any long term plan.

Connect Popular St. in Aberdeen. Do not disturb WMF. It is an ecologically fragile environment, many endangered species. Why not use Rt 1? It's already there! Widen & improve it, much less money, less impact on everything. Where did the \$\$ come from for laying sod in the median AFTER you destroyed old beautiful Crepe Myrtles? Who got them? No more o that waste of taxpayers \$\$.

Group was opposed to reconfiguring US1 to a freeway. Focus on improving capacity on existing US1 with new interchanges. Consider WGT restriction in Southern Pines & Aberdeen on Rt1 to divert heavy truck volume (much of the non-local traffic).

Protect woodlands & water sheds.

Get people's input but then get on with the projects. You will never please everyone. Also, run over some woodpeckers!

Comments Regarding CTP Planning Team

Our table voted to put an overpass at the Pinehurst traffic circle. I don't think it will even fly!!

Focus priority should be given to the maps done in the area of a particular meeting.

Specifically for Carthage (where I live), there is a frustration that our town leaders (Town Council, Town Manager) have not done anything to ensure that community involvement has been maximized. They should have attempted better communication to our citizens to understand these exercises, both their existence & the purpose. I request that we have time to do this with them & have a separate meeting in Carthage in the near future that would allow full participation.

First of all, obviously this is a vital subject & you should have a much larger meeting place. The reason I am here is the bypass will ruin this community. WMF is a State Park with Longleaf Pines preservation & if a road is put thru it, it will lose its purpose. For most people, this part of Rt 1/S is a destination route to S. Pines, Pinehurst, & Aberdeen. Very few are going further south on Rt 1 from Sanford, past the destination towns of Pinehurst, S. Pines, & Aberdeen. Heavy traffic on Rt 1 in the above towns will not be relieved during lunch hour & "rush" hours as most of the traffic is local.

Do not put a road across Horse Country.

Use & improve the existing roads, improve NC 211 from West End to Eagle Springs, Improve Roseland Rd.

Please use existing roads as much as possible.